

TULIPS

Just arrived the highest grade direct from Holland. Hyacinths, Tulips, Narcissus, Iris, Crocus, Snowdrops.
VICTORIA FLORAL CO.,
33 Fort St.
Store Phone 918 Nursery Phone 285.

The Daily Colonist.

\$6.50 Per Ton
Household Coal
HALL & WALKER
100 Government Street - Phone 88

VOL. XC, NO. 125.

VICTORIA, B.C., SATURDAY, NOVEMBER 7, 1903.

FORTY-FIFTH YEAR.

Has The Wet Weather Prompted
The Thought Of

UMBRELLAS



We take such pride in our stock of Great's and London Umbrellas that we would like to tell you more about them than we can in this space.

We buy the tops direct from a maker of umbrella tops, and the texture and wearing could not be better.

The handles we select, not only from the best Canadian and American manufacturers, but also from those of far off Germany.

The large variety of gold, silver and art nouveau handles at such low prices as we ask is another exemplification of the many advantages of buying umbrellas, buying tips abroad, and so bringing into competition the different markets of the world.

Don't you think one of these beautiful Umbrellas would make a useful Xmas Gift?

Challoner & Mitchell,
Jewlers and Opticians 47-49 Govt. St.

SATURDAY'S BARGAIN
New California Table Figs
Loc. Package,

Dixi H. Ross & Co. CASH CRORES

UNION STORE—The Only Grocers Not in the Combination.

THE HICKMAN TIE HARDWARE CO.
LIMITED.

HEADQUARTERS FOR THE FOLLOWING LINES

IRON AND STEEL IRON PIPE AND FITTINGS
BUILDERS' HARDWARE MECHANICS' TOOLS
LOGGERS' AND LAWN MOWERS, HOSE
MINING SUPPLIES GARDEN TOOLS

32 and 34 Yates Street, VICTORIA, B.C.

TELEPHONE 59 P. O. DRAWER 613

NEW WALLPAPERS

Just received large shipment of newest patterns. Some beautiful effects in stripes

J. W. MELLOR & CO., LTD., 78 FORT STREET

USED by every good housewife
SOLD by all g'ocers
and XSEL'D by none

R. P. RITHET & COMPANY, LIMITED, AGENTS

FOSTER'S
ALE and
STOUT

Hudson's Bay Co., SOLE AGENTS FOR B.C.

London and Lancashire Fire Insurance Co.

of Liverpool, England.

Robert Ward & Co., Ltd.

General Agents for British Columbia.

Water Lots For Sale

Two Lots in Inner Harbor. 140 Feet Frontage, Deep Water.

B. G. Land & Investment Agency, Ltd.
40 Government Street.

DAIRY CHOP

\$15.00 per ton. The best mill producer on the market.

The Brackman-Ker Milling Co.

Mainland Happenings

Full Court Allows Four Actions Against Crows Nest Co. To Proceed.

Terminal City Will Now Have a Native Japanese Newspaper.

False Creek Disputed Territory About to Be Vested in City.

From Our Own Correspondent.

Vancouver, Nov. 6.—Four Supreme Court judges presided in the Ledbeater appeal case today. The case was described in yesterday's papers. Judgment was given from the bench practically allowing the appeal. It was ordered that defendants be allowed to proceed in four actions of the forty-four to be brought as a result of the Ledbeater case. The first dispute will be test actions for the rest. Judge Farin, in the original case, ordered a stay of proceedings in the Ledbeater case, which is taken as a test case for all the others, thus the appeal affected all the cases.

San Domingo, Sunday, Nov. 1.—A Dominican warship stopped the Clyde steamer Cherokee as she was nearing Puerto Plata, and informed the captain that he could not enter that port. The Cherokee then proceeded for Samana and was also prevented from entering that port, the minister of war ordering the Cherokee to proceed direct to the capital. On the arrival of the vessel there the government demanded that the cargo intended for Puerto Plata and Samana be landed at this port. The agent of the company and the captain of the Cherokee refused to comply with this demand and appealed to United States Minister Powell for protection.

Minister Powell interviewed the President and argued that since the government of Santo Domingo had not advised the foreign legations of any blockade, it could not prevent the Cherokee from entering the ports of Puerto Plata and Samana and insisted that the cargo should be landed at its destination.

The President in reply reiterated his demand that the Cherokee's cargo be landed at San Domingo, but this Mr. Powell refused to permit and declared he would hold the government responsible should any violent action be adopted toward the Cherokee.

When the Cherokee was ready to leave for Azua, the crew were refused passage and were again demanded that she land her cargo at this port. Minister Powell wrote a sharp note to the government demanding a permit for the Cherokee to depart. The government refused to allow a pilot on board the vessel and Minister Powell then instructed Captain Archibald to take his ship out and proceed to Azua, keeping his cargo aboard and landing it at the port of destination.

The energetic action of Minister Powell has caused a great sensation, especially as his proceeding lacked the support of an American warship. The Cherokee left the harbor without a pilot. The city is quiet, but preparations looking to its defence are in active progress.

Tomorrow will be Hospital Saturday and ladies with contribution boxes will be stationed at all the street corners in the city. Refreshments will be served at 10:30 a.m. in the morning, when, as a local paper puts it, thirty of the prettiest girls in Vancouver will be dressed in uniform and serve at tables.

J. D. Scott, the well-known commercial traveler, was struck by a passing tram car yesterday and painfully injured. His injuries, however, are not serious.

The train car leaving Westminster at 6 o'clock yesterday struck another car while passing the station at Queen's Park, and slewed off the track. None of the passengers were injured.

It is understood that all these occupying sites on False Creek will be satisfied that they must continue to do so with the consent of the City Council.

The Orange Young Britons celebrated Guy Fawkes day at the City hall last night by a concert and dance.

Captain John Barbare, master of the Hastings mill steamer Comet, was married to Miss E. Fallon on Tuesday evening, the ceremony taking place at St. James' church.

Mrs. Robinson, daughter of Mr. B. Robson, government agent at New Westminster, was married at Los Angeles on Wednesday to Norman Williams of that city. The ceremony took place at the residence of Mr. Edward Williams, the bride being given away by her brother.

The remark was made yesterday by a prominent lumberman that in case of war in the Orient there would scarcely be a Jap left in Vancouver, and the industrial world would have a serious problem to face, for although white labor was preferable on all occasions there was scarcely enough of it to go around.

W. A. McDonald, of Nelson, is in the city. Mr. McDonald is a well-known Conservative politician, and throws many interesting sidelights on the Houston affair. Aside from politics he said that the business in Nelson had very much improved and the town was more prosperous than it had been for some time.

Poplar Creek, the fairy land of the mining world, the section that has produced some of the most marvelous mining specimens that the world has ever seen, has still another rare specimen to bear in the shape of a network or a tangled mass of wire gold and wire silver. The specimen was taken from Mr. Winest's claim, sixteen miles from Poplar Creek. The vein of this marvelous claim is not wide, but the richness of the ore certainly makes up the deficiency in the width of the vein. Mr. Winest has a most remarkable specimen to the millions exhibit of mineral at Poplar Creek, which has probably never been seen before on the American continent. It is six pounds in weight and its appearance might be imagined if spoils of gold and silver thread were unbound and tangled up again in an inextricable mass. It is described as the most beautiful specimen of wire gold ever seen in the province, but in addition to this wire gold there is the silver wire, which is tangled in and out with the other strands. The information was conveyed regarding this specimen in a private letter from Mr. Winest, to a friend in Vancouver, and the suggestion is made that the marvelous exhibit of Poplar Creek should be sent entire to the St. Louis exhibition.

In connection with the shelling of Panama, local interest has been excited by the reason that the bombardment Colombian gunboat, Bogota, is well known in British Columbia waters, where, under the name of the Cutch, she had a long and eventful experience, making a weekly round of the British Columbia ports on the inside passage. The Cutch was brought here from New Zealand by the United Steamship Company when that company entered into competition with the Canadian Pacific Navigation Company for British Columbia trade. Her later years as a coaster were notable for misfortunes, shipwreck being her portion on no fewer than four occasions, and last of all classifying her as a total loss. She was unexpectedly released from the rocks, however, and after being repaired was purchased through an American intermediary for the Colombian government. In San Francisco she was again overhauled, preparatory to going South, being partially armored, supplied with iron lights, and ordnance and a couple of quick-fires. She was rechristened the Bogota. Captain Alex. McLean, who gained notoriety as the most daring raider of seal rookeries in history and whom Kipling immortalized in "The Ballad of Three Seafarers," commanded the Bogota.

According to official despatches from Riviera, the mayor of Santa Ana, and a brother of Gomez, demanded his surrender. The executive of Riviera refused the mayor's request, whereupon that official arrived at the frontier with a regiment of cavalry and numerous armed persons.

The Uruguayan consul at Santa Ana telegraphed to a mob in the town to stone the constable. Later telegrams say the Brazilians opened fire upon the Uruguayans, killing four persons and wounding several others. Finally the executive of Riviera announced that his own soldiers, charged with the custody of Gomez, had gone off to Brazil with the prisoner.

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The Value of A Preference

Launching of Steamship Emphasizes Good That Would Accrue.

The Scotsman Pays High Compliment to Verses on Canada.

(London, Nov. 6.—(Special.)—The value of Canadian preference to England was eloquently attested to at the launching of the steamship *Lady Strathearn* at Newcastle by Mr. William Peterson, the shipbuilder. The new vessel will be a link between Newcastle and Montreal running in connection with the Canadian lake steamers. Mr. William Peterson in a speech said his firm had a contract to carry 40,000 tons of German rails for a Canadian railway, and these would be admitted free. The German manufacturers could not supply more than 10,000 tons owing to the preferential advantage given in England this season and part of next. Mr. Peterson was considered the greatest man who had ever tried to solve the problem of British shipping. Sir C. Biney Renfrew, M. P., speaking at Houghton yesterday, said no force could compel him to vote for a corn tax favor. The people in the colonies were well off, paying less to the national expenditure than the British. Once Li Hung Chang in visiting the House of Commons laughed during the proceedings. He never realized before, he said, that Chamberlain had only one eye. The Scotsman says Frederick Johnston Smith's newly issued verses on Canada contains some good poetry. The work has an astonishing fluency and richness of spirit.

LADY MISSIONARY DEAD.

(New York, Nov. 6.—A cable received today from Calcutta announces the death from typhoid fever of Miss Louise Benedict Pearson, who had been a missionary since 1901.

BRITAIN AGREES.

Porte Notified That England Will Support Austria and Russia.

Constantinople, Nov. 6.—The British ambassador has notified the Porte that Great Britain will support the Austrian-Russian plan for Macedonian reforms.

HUGE BOND PURCHASES.

New York, Nov. 6.—Speyer & Co., and Kuhn Loeb & Co., have purchased \$9,600,000 B. & O. bonds, as follows: \$5,000,000 6 per cent., 4 per cent., prior bonds; \$3,600,000 3 1/2 per cent., prior bonds; and \$1,600,000 B. & O. Southwestern, 3 1/2 per cent., bonds.

KILLED BY FISH BONE.

Windsor, Ont., Nov. 6.—Rodolphe Berthiaume, fifty-five years of age, is dead of blood-poisoning caused by the accidentally prickling his finger with a fish bone. The scratch was very slight and little attention was paid to it until the finger began to swell and discolor. When the physician was called it was too late to save his life.

WANT AN INCREASE.

Intercolonial Trainmen Confer With Mr. Fielding on Subject of Raise.

Moncton, N. B., Nov. 6.—Committees representing the Intercolonial railway trainmen were closed with Hon. Mr. Fielding, acting minister of railways, here yesterday afternoon. The men are seeking an increase in wages. It is stated that the men have been offered a small amount of what they asked.

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Chicago Street Railway Employees Favor Extreme Measure.

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Traction Engine Explosion Kills Engineer at Agriculture College.

Columbus, Nov. 6.—While students of the Agriculture College at the Ohio State University, were witnessing the harvesting of a field of corn for ensilage purposes by a machine operated by an old traction engine today, the boiler blew up and pieces of iron tore through the crowd of students. The force of the explosion was terrific and was felt all through the university buildings. The most intense excitement prevailed and the students came running in all directions from class rooms and dormitories. Thus, Pepper, the engineer, was killed; John DeBart, assistant engineer, fatally injured.

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The Clyde liner Cherokee, which was prevented by the authorities from entering the ports of Puerto Plata and Samana, forced the blockade at the former port and entered there.

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E. & J. BURKE'S THREE STAR OLD IRISH WHISKEY.

Soft mellow flavored Whiskey produced by age and high quality.

CANNERS' STRIKE SETTLED.

Chicago, Nov. 6.—The strike of canners employed by the large packing houses here was settled today and the men will return to work tomorrow. An offer of a 6 per cent. advance for skilled, and of 7 per cent. for skilled workmen, was officially accepted by the strikers.

CONTRADICTS OFFICERS.

Seaman Allwood Testifies in South Portland Hearing.

San Francisco, Nov. 6.—The investigation into the wreck of the steamer South Portland was continued today before United States Inspectors Bolger and Bulger. Two seamen and the second mate were examined.

Seaman Allwood testified that if the ship had been standing still when the boats were launched, they would not have capsized. He said the women had no life preservers on. He also contradicted Mate Bruce's former statement and said that the tackle on the port life boat did not jam.

DID NOT KNOW

A GOOD THING

Nelson Citizens Give Away Hundred Dollar Bills in Mistake For Counterfeits.

From Our Own Correspondent.

(Nelson, Nov. 6.—This afternoon A. B. Mareschault, of Spokane, dropped a roll of fifteen one hundred dollar notes through a hole in his pocket. A few minutes later they were picked up by passerby, and, being perfectly new, were thought to be counterfeit. He gave them away to acquaintances, most whom passed them on, in hope of having to have paid for some of the large amount. Some of the bills changed hands five times. In the evening Mareschault discovered his loss and notified the police. The bills were all traced and recovered by the police, not one of the possessors guessing their value. A reward of one hundred dollars was paid by the overjoyed owner.

BIG CARGO CARRIER.

Winnipeg, Nov. 6.—The W. D. Matthews, the largest Canadian steam freighter, has arrived on her initial trip at Fort William. The boat was built at Collingwood, and will take out 185,000 bushels of wheat.

A VITRIOL THROWER.

Belleville, Nov. 6.—A shocking story comes from Deseronto that a married woman who did not live happily with her husband, is alleged to have thrown vitriol on his body while he slept, the unfortunate man being frightfully injured.

DEFENSIVE ALLIANCE.

Report That Germany Has Signed

Treaty With Russia.

London, Nov. 6.—A despatch from Vienna says a rumor is circulated there that the Czar of Russia and the Emperor of Germany have signed a convention for a defensive alliance in the Far East should Great Britain support Japan.

Ottawa wholesale trade has been enjoying a fair demand, all things considered. Cold weather is looked for by the trade to increase the demand for winter goods. Values are firmly held.

HIGHBINDER MURDER AT STEVESTON.

Vancouver, Nov. 6.—Charlie Sing, a Chinaman, of Steveston, who had adopted Western modes and cut off his queue and wore European clothing, was found murdered in his room tonight. He was known as a gambler in the Coast cities. The deed is attributed to the highlander society. The body was lying half on the bed, with the throat cut from ear to ear. He had been undiscovered for several hours as the rooms were cold. Prominent Chinese assert this is the first of a series of murders which will occur as Tong riots have broken out in Victoria and is expected to follow on the mainland.

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Bradstreet's

Trade Review

Unseasonable Weather Retards Business At Most of the Eastern Cities.

Mining at Kamloops And Building at Vancouver Continues Brisk,

Toronto, Nov. 6.—Bradstreet's trade review of Canada says: The wholesale trade at Montreal was moderately active this week. The approaching close of navigation has stimulated the demands for shipment to water power, which has created little more activity. The dry goods trade is suffering from the mid-summer-like temperature. The cheese season is now about closed after one of the most successful years in the history of the country. The shipping interests are very busy. The general outlook for business for the balance of the year is encouraging.

In Toronto there has been only a moderate movement, the trade being restricted by the very open weather which prevailed till Thursday. Values of domestic manufacturers are firmly held. There are no surplus stocks in the hands of the makers, but there is a complaint now about slow deliveries. This is especially true of steel and iron products. Not much change is expected in trade till the weather turns colder, when an increasing sorting demand is looked for in heavy winter goods, which at present are disappointingly slow.

At Quebec during the present week, considering weather conditions, business is reported as satisfactory, and the demand for seasonal goods continues. There is a dullness in shipping circles and there is not much sign of improvement. Shoe manufacturers are busily engaged, but revival is slowly expected. Collections, as a rule, are reported fair.

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At

NEW HATS 20 Cases New Shapes in English and American Hats, Just Opened

B. Williams & Co.,

Clothiers and Hatters,

68-70 Yates Street, Victoria, B. C.

Urge an all Canadian Road

Board of Trade Goes on Record in Favor of Tapping Dawson.

Victoria's Claims to the Southern Terminus Are Strongly Pressed.

A movement to ensure that Victoria may reap the full benefit attaching to the construction of an all-Canadian route to the Yukon was launched yesterday evening at a special meeting of the Board of Trade when on motion of Mr. C. H. Lugin, a series of strong resolutions were passed endorsing the project.

The meeting was well attended. The president of the Board of Trade, C. H. Tait, occupied the chair and the interest in the proceedings was most keen. Mr. Lugin delivered a speech which was admitted a very strong and convincing one.

After describing the significance of recent utterances in the House of Commons bearing on the project of the building of an all-Canadian line to tap the Yukon country, Mr. Lugin went into facts and figures in support of his case, the recitation of which was listened to with rapt attention.

He said they would have to contemplate the arranging of a line of communication 1,600 miles in length—making the time 80 hours to Dawson, or a little over three days; two days to Atlin. If Victoria could be connected with the northern country in that way, it would obviously mean a great thing for this city and the whole lower coast. In seeking to establish railway connection with the Yukon they ought to begin as far north on the coast line as expedient; but it should be enterprise altogether independent of the Grand Trunk Pacific. It should be the aim of the people of this city to arrange, if possible, that the starting point of the road should be the city of Victoria. The first link of the chain should be the railway from Victoria running to the north end of the island; the second link a line of fast ferries running to point on the mainland; the third link the line from the coast to Dawson.

Mr. Lugin reminded those present that three years ago last January he had gone exhaustively into the question of establishing a system of transportation embracing the utilization of car ferries from Vancouver island to handle the northern business. All his investigation showed the scheme to be perfectly feasible and the movement for its establishment was on the eve of success, when the British Columbia government promised to give aid to a project from Pyramid harbor northward and his position was dropped by the White Pass and Yukon Railway Company who were parties to the negotiations then in progress.

He merely mentioned this incident to show that the question of the feasibility of a system of northern transportation by means of car ferries had been gone thoroughly into before; and said the success which was attained at Ottawa during the progress of those former negotiations was a warrant for believing that a favorable reception would be given any similar proposals which might be made at this time.

Unless some protection is afforded the industry, British Columbia will suffer to a considerable extent. As it is at present, the market is limited, no exportation being possible because of the duty imposed by the United States.

The scheme in view was the only one which would give Canada a north and south system for the coast of British Columbia. Victoria ought naturally to be the southern terminus of such a coast route.

Brief remarks commendatory to the stand taken by Mr. Lugin were made by Messrs. Higgins, Carter, Helmcken and Munn. The latter opined that the task outlined was a somewhat stupendous one, inasmuch as the bulk of population was east of the mountains, and Eastern opinion would be against a coast route.

Against this Mr. Helmcken thought that as Western Canada was rapidly filling up the West would soon be able to take care of itself.

The following motion was then put and carried:

Whereas, by the decision of the Alaskan

Boundary Commission, the title of the United States to the Western coast of the continent north of Portland Canal, has been confirmed, whereby a strip of foreign territory has been interposed between the Yukon and the Yukon Territories and the northern portion of British Columbia;

And whereas, the part of Canada above mentioned contains great natural resources which can be only very imperfectly utilized without railways;

And whereas, it is to the disadvantage of Canada that the business now done and handled in the Yukon Territories and the Dawson above mentioned should contribute to the building up of foreign cities;

Therefore, resolved, that this Board has learned with great satisfaction that Sir Wilfrid Laurier, premier of Canada, has decided in his place in parliament, that it has now become the immediate duty of Canada to provide an all-Canadian railway to Dawson, and most heartily endorses the same;

Further resolved, that in the opinion of this Board such a railway should, in the interests of the Northern country, as well as in justice to the Coast cities of British Columbia, be constructed from a point on the seaboard of this province with such southern connections and extensions as will provide the shortest and speediest connection with those cities;

And further resolved, that a copy of this resolution be sent to the Right Hon. Sir Wilfrid Laurier and the Hon. Richard McBride;

And further resolved that a committee of five be appointed to correspond with the Boards of Trade of Vancouver, New Westminster, Nanaimo, Atlin and Dawson, the City Council of Cumberland and with such other persons and bodies private individuals as they may deem advisable, with the view of securing their co-operation in giving effect to the object of these resolutions, namely, the immediate construction of an all-Canadian line from the British Columbia seaboard to the Yukon.

LUMBER INDUSTRY SEEKS PROTECTION

Matter Discussed at Meeting of B. C. Lumber and Shingle Manufacturers.

Many important matters were discussed at the regular monthly meeting of the members of the British Columbia Lumber and Shingle Manufacturers' Association, which was held at Vancouver. There was a very representative attendance. The principal subject referred to was that of an import duty on lumber from the United States. The facts were brought out that while relief along this line has been sought by the manufacturers since 1886, the government has refused to accede to requests which have been made.

The settlers in the Northwest and Manitoba think they should have lumber on the free list, but forget that their flour and other products are protected.

Unless some protection is afforded the industry, British Columbia will suffer to a considerable extent. As it is at present, the market is limited, no exportation being possible because of the duty imposed by the United States.

The scheme in view was the only one which would give Canada a north and south system for the coast of British Columbia. Victoria ought naturally to be the southern terminus of such a coast route.

The discussion yesterday was to devise ways and means to obtain a duty and the matter will be brought before the members in the West until some attention is paid to it.

It was reported to the meeting that the situation in the shingle industry is brightening, although the market is not yet available for all the product. Under the present condition of things, it is very possible that the output of lumber will also be curtailed.

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Another pupil of Signor d'Auria's, Mr. Arthur Gore, gave every evidence of the rapid improvement which he has made under the master. Mr. Gore has a baritone or is it a tenor robusto of fine quality and range. He has abundance of power, and even in the fortissimo passages his voice never lost its clear ringing tone. Continued cultivation will abundantly be rewarded by the production of cadence and intonation as yet but indicated. Signor d'Auria has certainly nothing of

the first piece.

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Miss Edith Davies' vocal numbers confirmed the high expectations which had been held, and proved that Signor d'Auria, the gifted Italian maestro who recently joined the Alexandra teaching staff, is discovering some rare talent in this city, and cultivating it with the greatest results. Davies' voice is powerful and sweet, and under Signor d'Auria's skilful tutelage she will surely develop still greater breadth and flexibility. In Davies' by no means facile study, "Si tu m'amais," Miss Davies acquitted herself so well that the audience demanded an encore, which was cheerfully accorded, and further confirmed the good opinion established by the first piece.

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Miss Dorothy Lester and Miss Gladys Anderson, in costume, created a future of enthusiasm and bore abundant testimony to Mrs. Lester's skill as a teacher of the graceful art.

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AGAINST CHAMBERLAIN.

The Toronto Globe is fairly out against the policy of Mr. Chamberlain. "The spirit of the American press," it says, "strengthens the conclusion that Britain is growing restive under her sound fiscal policy just on the eve of its triumph." To make good this astonishing proposition the Globe argues that protection has injured the United States and that the United States is about to abandon it. Cobden prophesied that under free trade Britain would become the work shop of the world. A precisely contrary process is under weigh. Under protection competitive workshops have been established all over the world, which are all the time limiting Britain's industries. Cobden also prophesied that in a short time Americans would abandon manufacturing and go back to delve in their fields for the British. America would be the farm and Great Britain the city of the world. Well, that has not happened either. It would have happened if the United States had also adopted free trade no doubt, and the Globe's preposterous argument is that it is going to happen now. The Globe is suffering from the myopia of the economic dogmatist. The Globe makes much of the price of alpaca in the United States. "Alpaca," it says, "a common fabric half worsted and half cotton, largely worn in the United States, can be bought in England for ten cents, but it is sold wholesale in the United States at twenty to twenty-one cents, and retail at twenty cents." We doubt the facts. However, let us accept them. It is absolutely unimportant what is paid for an article. The important thing is whether the people who buy it have the money. Americans, according to the different grades in society, have more money than English people to spend upon dress. They live on a higher plane of comfort. If low prices determined the scale of comfort, then the British artisan would live on a higher plane than the United States' artisan, and the Chinese artisan on a higher plane than either of them. Why is it that the people of the United States live more luxuriously than any other civilized people in spite of high prices? There must be some reason for it. It is because they have, by a policy of protection, deliberately prevented their dependence upon the sale of raw products for the means to live. They have, by policy of protection, enriched their national life with all manner of ingenious and invaluable manufactures instead of relying solely upon the ruder processes of tillage and forestry. They export only what they do not require themselves, and they import nothing except what, by no ingenuity, they can produce and manufacture in their own country. Consequently, they enjoy the wealth of their own country, and no one robs them of it. Can the Toronto Globe really believe that the United States, with the proof of the pudding actually in its mouth in a high level of comfort through all classes of its people, would for a moment seriously consider the abandonment of protection, as Great Britain upon facts of a different nature and not by any means so reassuring, is seriously thinking of abandoning the policy of free trade.

of the spirit of the treaty on the part of the United States. Even then Sir Wilfrid Laurier took no action until a hostile spirit began to manifest itself in the Canadian press, when he drew attention of the British government to the character of the United States' appointments. Mr. Chamberlain was in South Africa at the time, and his department was in the charge of Lord Onslow. He wrote saying that the announcement of the gentlemen appointed by our neighbors was as much a surprise to the King's government as to that of Canada, and adding that "His Majesty's government have to choose between breaking off negotiations altogether or accepting nominations and appointing as their colleagues representatives who will meet the altered circumstances of the case." The British government said it would regard the first alternative as a grave misfortune in the interests of Canada, and would prefer that the enquiry should proceed in the confident hope that Canadian or British interests would not be prejudiced thereby, and that the information collected would facilitate a reasonable settlement at some future time. "His Majesty's government earnestly hope that these considerations will be carefully weighed by your ministers and that they will favor His Majesty's government, if they agree with the opinion stated above, with an expression of their views as to the most advantageous composition of the British side of the tribunal." That language could not be mistaking by anyone. It is a suggestion that three pledged commissioners should be appointed who would render a final decision impossible, while Canada would get the benefit of a thorough ventilation of her case. Britain was perfectly willing to take this course, almost advised it, but left the deciding word to the Canadian government. Where is there any betrayal of Canadian interests in that, and if we got the worst of the decision, who is to blame in the matter except ourselves? Canada replied to the British government as follows: "My ministers do not agree with the suggestion that the aforesaid circumstances justify a departure on the British side from the disposition previously manifested respecting the composition of the tribunal. If members of the tribunal are to be appointed by His Majesty's government my ministers are of opinion that only judges of the higher courts, who in the best sense of the words, would be impartial jurists of repute, should be chosen." Sir Wilfrid Laurier definitely declined the suggestion that Great Britain should make the tribunal diplomatic and not judicial, in view of the United States having already done so, and asked for the appointment of judges. Britain responded by appointing Lord Alverstone, unfenced by any political considerations whatever. It is absolutely unfair to blame Great Britain for the result. The government of Great Britain deferred to our government all the way through, even when its suggestions were ignored and set aside, suggestions which, if they had been accepted, would have absolutely prevented Canada from prejudice. Sir Wilfrid Laurier made sad mistakes, but only such men as Sir Wilfrid Laurier would endeavor to take shelter from the consequences of their own mistakes by raising an unjust and unjustifiable prejudice against a perfectly innocent party.

A QUEER VAGARY.

The Greenbrier Presbytery, which is reported in New York newspaper to be one of the strongest presbyteries in the Southern States, met recently at Lewisburg, West Virginia, and adopted the following resolution: "Resolved, that it is the solemn and painful conviction of this Greenbrier Presbytery that some of the ministerial brethren are departing from the time-honored custom of the fathers in wearing tailored coats, and the Presbytery would hereby warn the brethren against conformity to this custom of the dukes. Let the offending brethren be warned of what may be done to them, as recorded in I. Chronicles, xix., 15. We respectfully point them to the vestures of the fathers and brethren of the Presbytery, the Rev. Messrs. H. M. Bittinger, W. T. Price and M. L. Lucy, as having coats becoming in length and in opposition to conformity to the fashions of the present day." We could not help wondering what on earth the Book of Chronicles had to do with the fashion of clergymen's dresses, so we looked up the passage to find out. It describes an incident when David sent ambassadors to Hanan, the son of Nahash, the King of the children of Ammon, to condole with him on the death of his father who had shown kindness to David in earlier and presumably less prosperous days. Hanan took the messengers for spies and subjected them to grave indignities, shaving off their beards and cutting off their long, flowing garments in the midst, two of the greatest insults an Oriental could receive. This is the reference to "bobtail" coats. The argument would be ludicrous if it were not so pitiful. Because an ambassador in the time of David was insulted by having his garments mutilated, therefore a Presbyterian clergyman in West Virginia should not wear a short coat. There is an other passage of Scripture which seems to bear more pertinently on the matter. It reads: "But all their works they do for to be seen of men; they make broad their phylacteries, and enlarge the borders of their garments." We are afraid the members of the Greenbrier Presbytery approximate more well that Canada, as we think correctly, had the determining votes as to whether the treaty should be signed or not. If there was anything prejudicial to Canada about the treaty, the Canadian government is responsible and not the treaty making prerogative of Great Britain. When the United States appointed its "impartial jurists of repute" they were so obviously men who were open to conviction but who would like to see the man who could convince them, that very justifiable irritation was aroused both in this country and in Great Britain at so flagrant a violation

of the spirit of the treaty on the part of the United States. Even then Sir Wilfrid Laurier took no action until a hostile spirit began to manifest itself in the Canadian press, when he drew attention of the British government to the character of the United States' appointments. Mr. Chamberlain was in South Africa at the time, and his department was in the charge of Lord Onslow. He wrote saying that the announcement of the gentlemen appointed by our neighbors was as much a surprise to the King's government as to that of Canada, and adding that "His Majesty's government have to choose between breaking off negotiations altogether or accepting nominations and appointing as their colleagues representatives who will meet the altered circumstances of the case." The British government said it would regard the first alternative as a grave misfortune in the interests of Canada, and would prefer that the enquiry should proceed in the confident hope that Canadian or British interests would not be prejudiced thereby, and that the information collected would facilitate a reasonable settlement at some future time. "His Majesty's government earnestly hope that these considerations will be carefully weighed by your ministers and that they will favor His Majesty's government, if they agree with the opinion stated above, with an expression of their views as to the most advantageous composition of the British side of the tribunal." That language could not be mistaking by anyone. It is a suggestion that three pledged commissioners should be appointed who would render a final decision impossible, while Canada would get the benefit of a thorough ventilation of her case. Britain was perfectly willing to take this course, almost advised it, but left the deciding word to the Canadian government. Where is there any betrayal of Canadian interests in that, and if we got the worst of the decision, who is to blame in the matter except ourselves? Canada replied to the British government as follows: "My ministers do not agree with the suggestion that the aforesaid circumstances justify a departure on the British side from the disposition previously manifested respecting the composition of the tribunal. If members of the tribunal are to be appointed by His Majesty's government my ministers are of opinion that only judges of the higher courts, who in the best sense of the words, would be impartial jurists of repute, should be chosen." Sir Wilfrid Laurier definitely declined the suggestion that Great Britain should make the tribunal diplomatic and not judicial, in view of the United States having already done so, and asked for the appointment of judges. Britain responded by appointing Lord Alverstone, unfenced by any political considerations whatever. It is absolutely unfair to blame Great Britain for the result. The government of Great Britain deferred to our government all the way through, even when its suggestions were ignored and set aside, suggestions which, if they had been accepted, would have absolutely prevented Canada from prejudice. Sir Wilfrid Laurier made sad mistakes, but only such men as Sir Wilfrid Laurier would endeavor to take shelter from the consequences of their own mistakes by raising an unjust and unjustifiable prejudice against a perfectly innocent party.

States would take very high ground, but ground of which the common sense would be admitted, and the advantages undeniable, if it were to declare this territory inviolate to any and every power which did not desire to fight the United States. We want to see the Panama canal constructed. We want to see it controlled by a civilized, strong and friendly power. The United States is a civilized, strong and a friendly power. It is the manifest destiny of the United States to limit Central and South American disturbances so that they do not prejudice the common interests of Western civilization. We do not envy the United States that task. It involves the frequent catching hold of obnoxious, stinging nettles. But anarchy in Central and South America is certainly prejudicial to all portions of North America, and Canada is not going to put herself on a level with these waspish communities by objecting to their discipline by the United States, when discipline is necessary.

LETTERS TO THE EDITOR.

THE ALASKA BOUNDARY.

Sir.—In a letter which appeared in the Colonist of the 1st inst. I suggested to those gentlemen who had been so demonstrative in the newspapers either as apologists for the commissioners or opponents of their recent decision, the desirability of clearing up certain material points which had been stirred up. Not having observed any response as yet, I would, in again referring to the matter, add a few further remarks for their consideration.

Let it be distinctly remembered that the one thing first to be done—designed by the Treaty—is to ascend to the north from a specified point in the parallel of 54 deg. 40 min. N. latitude, by a designated channel "as far as the point of the continent where it strikes the 56th deg. N. latitude."

The writers referred to allege that the "ascend to the north" was meant to be through Portland Canal. This, however, is simply a name suggested by the Commissioners, not consistent with the other details of the case." Portland Canal" is not so much as mentioned in the Treaty. That strip of water is comparatively narrow and tortuous in certain parts, and, as it terminates some miles south of the 56th deg. It would be a physical impossibility to ascend to that point.

It is highly desirable that these writers should give as possible, reasonable and satisfactory answers to a few pertinent queries. Had the route intended by the Treaty been Portland Canal, as they allege, is it natural, isn't it absurd to suppose that the starting point should not be at or near the mouth of the canal itself, but 60 miles away? Why should there be that useless, senseless preliminary channel of 60 miles? Why indeed, if the 56th deg. It strikes the 56th deg. N. latitude?"

Since writing the above I have learned that the route intended by the Treaty is the 56th and 53rd parallel of W. longitude. Between the 56th and 53rd parallel of W. longitude, the 131 deg. E. Wootton's letter in Colonist of the 4th instant, which refers to my letter of the 31st ult., but have not seen his other recent letters to which he alludes.

Mr. W. thinks that I have misread the Treaty. I do not think so. My conviction still is that the point of demarcation by the 56th parallel contemplated by the Treaty is 50 or 60 miles westward from the recent decision of the commissioners. It is difficult to say whether the 56th or the 53rd parallel of W. longitude, and especially the 53rd, is the true boundary. It is difficult to say whether Britain or any other power would concede to a dependency treaty-making powers or any power of negotiation with foreign nations for which Britain might eventually have to shoulder responsibility. That was one thing which Britain would not tolerate in the case of the suzerain Transvaal republic, though, of course, the case was very different from Canada. But in view of the fact that we are not, and cannot afford, to offend ourselves, knowing that their screem is worse than their bite.—Toronto Star.

In declaring that I will abstain the more rational and self-evident interpretation, i.e., that the extremely "true" and "natural" and likewise the channel between the 131 and 133 deg. of W. longitude, were deliberately specified in the Treaty—the one as the spot where the "ascend to the north" was to commence, and the other the direct course which was to be taken and followed "as far as the point of the continent where it strikes the 56th deg. N. latitude."

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Norfolk SuitIs a popular style shown in a variety of
neat tweeds.**W. & J. WILSON**CASHIERS, HATTERS AND FURNISH-
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5 Government Street.

How easy can the barley-bree
Cement the quarrel?
It's "CALEDONIAN"In Chambers.—Yesterday in chambers
the case of *Camus vs. Colgendar*, ap-
plication for examination was heard and
mutual order was made.The School Holiday.—The celebra-
tion of the King's birthday will not
take place until the 24th of May, con-
sequently next Monday will not be a
school holiday, as has been expected.More Good Work.—Another excellent
day's work was put in upon the mud
flats yesterday by the various fillers.
The made ground is rapidly reaching
the level of the old bridge, and before
long the permanent causeway should be
undertaken.Game at Canteen.—The Y. M. C. A.
Association football team, which will
meet the Grafton eleven today at the
Canteen grounds, will be selected from
the following: Whyte, Davidson, Hooker,
Robinson, Elliott, Shortell, Hurst,
Ritchie, Thomas, Northcott, Pettigrew
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Game at Canteen.—The Y. M. C. A.<

A New Wrinkle, (No. 9.)

Croquettes of Odds and Ends.

These are made of any scraps or bits of food that happen to be left over from one or more meals, but in such quantities that they cannot be utilized separately. For example: a couple of spoonfuls of frizzled beef and cream; lean meat or mutton chop; a sprig of mint leaves; two small boiled onions; a little cold chopped potato; a few slices cold chicken. One or more of these, well chopped and seasoned, mixed with one raw egg, a little flour, butter, and stock made from Armour's Extract of Beef, then rolled into balls and browned in a pan with a frying-pan or griddle and served on small squares of buttered toast, will surprise house-keepers what a delicious addition these offer for the breakfast or luncheon, as will also the small cost of preparing.

Above is taken from edition de luxe "Culinary Wrinkles" (just out) which will be sent postpaid to any address on receipt of a metal cap from jar of Armour's Extract of Beef.

ARMOUR & COMPANY, CHICAGO.

Armour's Extract of Beef

The Best Extract of the Best Beef

Sold by all jobbing and also retail drug and grocery trade.

FALL MEETINGS FARMER'S INSTITUTE

Successful Gatherings are Held at Campbell Creek, Grand Prairie and Kamloops.

Kamloops, B. C., Nov. 3.—The fall meetings of the Kamloops District Farmers' Institute, which commenced its session on Wednesday evening last at Campbell Creek, and concluded on Friday evening in the council chamber in this city, were exceedingly interesting and instructive. The speakers supplied by the government were Dr. S. E. Tolmie, V. S. Victoria; Messrs. A. Graham, of Pomeroy, Man., and T. G. Earl, of Lytton. These speakers were exceedingly happy in their choice of subjects, their discourses embracing topics of vital importance to the farming and stock-raising community such as ours. They were handled in a masterly manner, clear and concisely delivered, and received the appreciation of their audience which greeted them at the points visited.

At Campbell Creek the chair was taken by President V. D. Cuy. After a few preliminary remarks, the minutes of the previous regular meeting were read and approved. The president then introduced the speakers. Dr. Tolmie being the first to take the stand, the attendance being such as to inspire the speaker with that confidence which is usually drawn from a well-filled hall. Dr. Tolmie took up the subject of contagious diseases in domestic animals, particularly horses and cattle. He dealt with the different forms of glanders, of which he said there are four, and the simple way in determining the disease in its various forms, the care necessary and the remedies to be applied, particularly emphasizing the vigilance to be exercised in handling horses thus affected, as glanders in any form was contagious and easily communicated to man with fatal results. The necessity of thorough fumigation and otherwise disinfecting stables, stalls, feed boxes and such like in premises in which diseased animals were kept, were most effectively impressed on the audience. The formula to be used in the cleansing of infected premises was given, after which the doctor described the signs of tuberculosis in cattle, lumps and other swellings, the meat causes and when such render the meat unfit for consumption, and the treatment for each case. At the conclusion of this instructive address a number of important questions respecting different forms and particular cases of ailment of both horse and cow, which had come under the notice of individuals in the meeting, were asked and satisfactorily answered.

At Lytton the chair was taken by President V. D. Cuy. After a few preliminary remarks, the minutes of the previous regular meeting were read and approved. The president then introduced the speakers.

Dr. Tolmie followed, again taking as his subject contagious diseases in domestic animals. He had noticed that production of bacon was an important feature of local farming, and would devote part of his time to the diseases to which the hog is liable. The most destructive among pigs is the hog cholera.

The symptoms of this disease were described and the remedy given.

Instructions in drenching horses and cows were given; how to start a balky horse; the use of disinfectants in premises where afflicted animals were kept; diseases common to sheep and of some dies were explained and given. After answering a number of important questions on the handling of sick animals, the doctor took his seat and applause.

Mr. Earl followed with an instructive discourse on results obtainable by the proper cultivation of fruit orchards.

Lectures on the proper method of pruning were given. The training of raspberries, and the proper distance to be observed in setting out strawberries their cultivation, etc. Fruit packing and grading were explained. Mr. Earl concluded after answering several questions pertaining to fruit culture generally.

The secretary followed with a few remarks on the work of the institute and the necessity of co-operative action among farmers if satisfactory results were to be obtained.

A vote of thanks was tendered the speakers, which was suitably replied to by each, and the meeting adjourned after a number had handed in their names to the secretary for membership.

The next morning Dr. Tolmie was called upon to examine and prescribe for a sick horse in W. U. Homfray's stable. Leaving Grand Prairie at 8:30 a.m., for Mr. Bostock's ranch, Ducks was reached at noon. Before lunch Dr. Tolmie was shown a kennel of dogs which he thought were doing well under the care of Mr. and Mrs. Bostock.

After lunch the doctor had to attend to a lame horse in Mr. Bostock's stable. This horse was being innocently doctored by the attendants for lameness, the wrong leg being treated. This mistake was rectified and relief afforded the lame animal.

The party arrived in Kamloops on Friday at 2:30 p.m., and in the evening a meeting was held in the council chamber. The chair being taken at 8:30 by Second Vice-President E. Stuart Wood, who introduced Dr. Tolmie and Mr. Earl, the speakers of the evening, with a few preliminary remarks.

Dr. Tolmie "took up and explained the points to be looked for in horses for the purpose for which they may be required."

The racing race, the draft horse, roadster, saddle horse, all described. How to drench a horse, how to stop a runaway horse, to break a switcher, how to cure a ring bone. A milch cow was described, and the cleanliness to be observed in and about places where cows are being milked and where milk is kept was emphasized. A number of important questions were asked and satisfactorily answered.

Mr. Earl followed with a few pointed remarks on the care of fruit orchards. He deplored very much the fact that of the two newspapers in the city, neither one had thought enough of the meeting to send a reporter to it. He was sorry to see so little interest taken in the work of the farmers' institute. Mr. Earl mentioned the variety of apples available and gave the most complete for commercial purposes. After a few instructive and interesting discourse, Mr. Earl was followed by the secretary, who briefly addressed the meeting.

JOHN F. SMITH, Secretary

SPORTING NEWS.

Today's Matches. Victoria district Association Football League matches for today are as follows:

2 p.m.—North Ward vs. Capitals; junior league referee Sergeant Wood.

3 p.m.—Victoria West vs. Capitals; intermediate league, Referee, W. A. Lorimer.

3 p.m.—Victoria vs. Columbia; senior league, Referee, Sergeant Wood.

RUGBY FOOTBALL.

The Victoria Sailors will meet the Intermediates at 3 o'clock this afternoon in the Caledonia grounds, when an interesting struggle is expected. Any intermediates who turn out will be given a game. The teams are: Seniors—Fullback, S. Patton, three-quarters, Kern, Scholefield, F. A. Macrae, W. McLeod, J. Rutherford; halfbacks, A. Gillespie, K. Gillespie; forwards, C. Culver, W. Moreshy, Scoble, P. Austin, R. Janion, Jaegers, A. McLean, A. Belfry; reserve, J. Johnson, W. McRae; intermediates—H. Merchant (captain), W. Blackhurst, W. Yeom, W. Todd, L. Foot, W. Gowen, W. Scotland, C. Keefer, B. Prior, G. B. Kennedy, E. Gallop, J. Flahavan, G. Simpson, R. Pedem, Stebbins, Noot, B. H. Hurst, A. Newcombe, L. Bell, Jeffs.

ASSOCIATION FOOTBALL.

At Beacon Hill this afternoon at 3 o'clock, a match will be played between the Capital eleven and the Victoria West Football Club. The Capitals will be represented by Edmonds, goal; Temple and Haughton, backs; Ross, Belyea and Finlayson, halves; Peden, Temple, Hogg, Johnson and Smith, forwards; Jenkinson, Loveridge and Driven, substitutes.

Graftons vs. Y. M. C. A.

Following is the Y. M. C. A. team to play H. M. S. Grafton's team at the canteen grounds this afternoon. All who are going should catch the 2:15 car at the corner of Yates and Government:

Goal, B. H. Blackhurst; backs, E. M. Whyte and W. Norcott; halves, Thos. Davidson, Rutherford; forwards, Roskamp, Shorthorn, Connors, Elliott, Hooper; reserves, Petticrew, Godfrey and Garrow.

The following team will represent the Centrals in their game with Capital City on Saturday afternoon at Beacon Hill: Goal, John; backs, McKirick captain, Kinloch; half backs, Campbell, Brooker, Noel; forwards, Nesbitt, Shanks, Morley, McInnes and Baker; reserves, Petticrew, Godfrey and Garrow.

BOWLING.

Chicago, Nov. 6.—A new bowling record was made last night in the tournament of the Monroe League, when the Sunsets made a score of 1,119. Thirty strikes and 16 spares were marked in the game. The team played the usual three games, and average 394. The performance is a record set up under the new rules of the American bowling congress. The previous record was 1,102. The balls were weighed and measured before the game, and Secretary Sam Karpt, of the American bowling congress, watched the performance.

THE RING.

Dick Green, of Chicago, called at the Colonist sporting department yesterday and introduced himself. He is the husky young man who will meet Caesar Attell for twenty rounds at the Victoria opera house on the 19th or 21st inst., for a decision. Green is well put up and looks like a young fellow who would stay the limit with any of them. He is a trifle heavier than Attell, but as he has started strict training at the fire department gymnasium and goes over every morning for road work, that difference will not be apparent very soon.

Green has won from lots of good men; his specialty is reported to be a right hook for the straight, and the toe-toe ought to bloom that has convinced many a bold boy that the jig was up. He is, however, a reporter and can do third-degree work with his left, either straight or semi-circle, that bothers; and he goes to his partner with the goods from chime to chime. He and Attell should make a contest worth seeing.

HOCKEY.

This morning the High school hockey team leave for Nanaimo, where they will play the ladies and men's teams of that city. Hard games are looked for. The High school girls have a very strong team and intend to carry all before them. As for the boys, they have never yet lost a game, and although the team going up is not their strongest, they are determined to win. The following are the teams:

Boys—Forwards, H. Dalby, L. Watson, N. Swanson; centre, J. Corbin, B. Munro; half backs, E. Erskine, M. Sommerville, J. Holliston; full backs, M. Lowe and Miss Watson; goal, E. Green.

Boys—Forwards, Carne, Gibson, Winsby, C. J. Rogers, H. Colbath; half backs, C. H. Rogers, F. Wood, R. Wayte; goal, H. Brown.

PERSONALS.

Among those who registered at the Driard yesterday evening were W. H. Kelso and H. C. Kelso, of Montreal, W. H. P. Sweeney has returned from Vancouver.

John Senator Templeman is expected back from the East next Wednesday evening.

Arthur Martello, of the Vancouver agency of R. G. Dunn Co., is in the city on business.

Dr. L. T. Sewey, of Port Townsend, is paying Victoria a visit. He is at the Dominion.

James Crossan, of Nanaimo, spent yesterday in the city, a guest at the Victoria hotel.

G. Fagan, of Mount Siester, is in the city as guest at the Delair.

C. M. Marpoe, of Vancouver, was a passenger inwards by the Charron yesterday evening. He registered at the Driard.

Among those who registered at the Driard yesterday evening were R. Bowman, D. C. McHarg, G. A. Hutchinson, Vancouver; George H. Preston, Seattle, and Harold Ralph, Toronto.

Mrs. A. W. Murphy, of Port Townsend, is in the city at the Queen's.

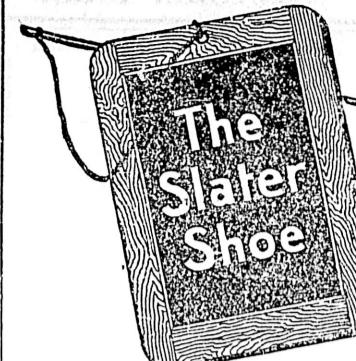
B. H. Johnston and G. E. Walter, of Seattle, are at the Queen's.

E. Stevenson, at wife, of Emmanuel, Wash., are at the Queen's.

John Alden and J. Mont, of Chemainus, are at the Queen's.

POWER OF LOCOMOTIVES.

Engineering, describing the latest of the Caledonian locomotives, which makes the fourth successive type of a class which has not only done splendid work but has been greatly admired for excellent proportions, refers to the recent increase in engine power. The first of the class—the "Dundalair"—came out in 1896, and had a tractive force of 14,400 lb., the cylinders being 18½ in. by 26 in., while the total heating surface was 1,403 square feet. Following upon this came an improved class, with cylinders 19 in. in diameter, the heating surface being increased to 1,500 square feet, and the steam pressure from 160 lb. to 175 lb., with a tractive force of 16,810 lb. The third series had the same arrangement of cylinders with increased pressure and boiling power, 40 square feet being added to the heating surface, and the steam pressure increased from 175 lb. to 180 lb., so that the tractive force was 17,350 lb. But no sooner were these engines designed, but another turned out, than the traffic department added more carriages or dining saloons, making the trains so heavy that the surplus reserve power of the locomotives was soon utilized, and a further increase of power became necessary. Mr. McIntosh, the locomotive superintendent of the Caledonian Railway, however, seems to have kept pace with the steadily increasing weight of trains, and the new engines which he has turned out have been running the midnight sleepers and the 2 o'clock trains without any assistance over the very heavy Beattock



"Goodyear Certainty."

The only certain way to get a genuine Goodyear Welt Shoe is: Buy only the "SLATER SHOE," because it is made by no other process and therefore must be Good-year Welt.

Slater Shoe

For Men - \$4.00 - For Women - \$5.00

J. H. Baker, John Fullerton H. E. Munday, Victoria B.C.

"THE STANDARD OF CANADA"

Otis Elevators

Canadian Otis Elevator Co. LIMITED.

OFFICES IN ALL CITIES

TO Your Friends IN THE Old Country, Scotland, Ireland, Special Holiday Offer.

We will deliver to any address in England, Scotland or Ireland a dozen or half a dozen of our Imperial Cheese without one cent of charge beyond the regular price, viz: 10c, 25c, 50c per jar. This is an opportunity to give Old Country friends a holiday surprise with a delicious worthy Canadian product.

If you will forward us your card we will see that it is carefully packed in the case going to your friend.

Individual size jars, 15c per jar, \$1.80 doz.
Small size jar, 35c per jar, \$1.20 per doz.
Medium size jar, 65c per jar, \$7.80 per doz.
Large size jar, \$1.10 per jar, \$13.20 per doz.

ALL DELIVERY CHARGES PAID BY US.

Write addresses plainly to avoid mistakes. Make post office or express orders payable to

A. F. McLaren Imperial Cheese Co. LIMITED.

51 Coborne Street, Toronto.

All orders must be in our hands by December 5th, so as to ensure delivery by Xmas.

A Good Watch Is Worth Having

What time is it? In dispute the watch from Wenger's always decides. A man it is a guarantee. Every watch sent out from this store is accurately regulated and can always be depended on. That's the only kind of watch to carry. A big stock is select from at most reasonable prices.

J. WENGER,
Established 1876.
Next to Bank of Montreal, 90 Government street, Victoria.



MRS. WILKINS.

Dr. Chase's Kidney-Liver Pills

Are sold by all dealers at the advertised price of 25 cents a box, 5 boxes for \$1.00, or mailed, postpaid, on receipt of price by Edmanson, Bates & Co., Toronto.

To protect you against imitations the portrait and signature of Mr. A. W. Chase, the famous

Author, are on every box of his remedies.

"CALEDONIAN"

FILLS THE BILL EVERY TIME

ADVERTISE IN THE COLONIST

A SNAP IN GINGER SNAPS

Fresh and Crisp, Just from the Ovens

Saturday Only, 4 lbs 25c.

Mowat & Wallace, The Leading Grocers
Cor. Yates and Douglas Sts.

FINANCE AND COMMERCE.

JAMES WATT MEMORIAL.

New York, Nov. 6.—The stock market was submerged again today under a deluge of United States Steel stocks. The general list, however, responded much less readily to the depressing influences of the steel liquidation than was the case yesterday whenever the severe pressure on steel stocks was suddenly imposed at intervals the railroads stocks rallied easily, so the general list of prices was above last night for about as much of the time as it was below. The market closed in one of the intervals of the pressure in steel, so that prices elsewhere were rising and were above last night. Union Pacific and Pennsylvania Railway saw a gain of 10 cents on the day and a number of New York corporations were up somewhat more. The railroad professionals traded in and out of the stocks on a very large scale all day. The low price touched for the common stock was 10½, but the preferred 52, and for the bonds 6½. The heavy selling of the steel was the expression of a fear that the announced cut of \$1 per ton in price of steel billets was a preliminary to a reduction of prices in the productions and a general process of contraction throughout the trade. The stock market seemed to face with equanimity the prospect of another poor bank showing tomorrow. The bear market continued dull but the price movement was irregular. The total sales par value were \$457,000.

New York, Nov. 6.—The following were the closing bids on the Stock Exchange today:

Amalgamated Copper	30½
American Locomotive	12½
American Sugar	115
American Smelting	32½
American Car & Foundry	18½
Atchison, Topeka & Santa Fe	64½
Baltimore & Ohio	75
Baltimore & Ohio pfd	88
Brooklyn Rapid Transit	25½
Canadian Pacific Railway	118
Cheapeake & Ohio	30
St. Paul	138
Duluth, South Shore & Atlantic	7½
Iowa Central	52
Louisville & Nashville	100
Michigan & Erie	130
Missouri Pacific	80½
Metropolitan Traction	100½
New York Central	117½
Erie Railway 2nd pfd	26½
Erie Railway 3rd pfd	66
Norfolk & Western	135
Pennsylvania Railway	127½
Pressed Steel	27½
People's Gas	33½
Philadelphia & Reading	44½
Rock Island	214
Southern Railway	174
Southern Pacific	41½
Tennessee Coal & Iron	80½
Twin City	78
United States Leather	75
United States Steel	105
United States Steel pfd	54
Union Pacific	72
Wabash Railway	187
Wabash Railway pfd	32½
Western Union	80½
Wisconsin Central	154
Wisconsin Central pfd	34
C. P. R. in London	121½
Commercial Cable	150

New York, Nov. 6.—Pig iron, quiet; copper, steady; lead, firm; the weak, strait; \$25.25 to \$25.40; spelter, quiet.

London, Nov. 6.—Lead, 211 2s. 6d.; New York lead, 410 1d.; United States declined 5 per cent on the last call.

New York, Nov. 6.—Pig iron, quiet; copper, steady; lead, firm; the weak, strait; \$25.25 to \$25.40; spelter, quiet.

London, Nov. 6.—Lead, 211 2s. 6d.; New York lead, 410 1d.; United States declined 5 per cent on the last call.

New York, Nov. 6.—Wheat, 76s to 78s; corn, 47s; May, 78s to 78s; July, 75s; corn, 47s; Dec., 44½ to 44½; May, 48½; July, 43½; oats, Nov. 36; Dec., 55½; May, 36½; July, 35½.

Chicago, Nov. 6.—The following are the closing prices of futures on the Board of Trade today: Wheat, Dec., 78s to 78s; corn, 47s; May, 78s to 78s; July, 75s; corn, 47s; Dec., 44½ to 44½; May, 48½; July, 43½; oats, Nov. 36; Dec., 55½; May, 36½; July, 35½.

Although the Suva Canal is only 90 miles long, it reduces the distance from England to India by sea nearly 4,000 miles.

There is no man so merciless as he who, under a strong self-delusion, condemns his antipathies with his ditches—Macaulay.

Passengers per steamer Charmer from Vancouver: B. Barnard, W. F. Penney, H. S. Hussey, J. F. Long, Mr. Long, S. G. Morris, E. V. Boddy, Mrs. Landsberg, S. F. Schutze, Miss McLennan, Miss Hunter, W. S. D. Smith, B. B. Maynard, Geo. Egleby, L. D. Bunnell, C. S. Perry, J. H. Petridge, Wm. Ninian, J. B. Kilgour, H. J. Brisk, F. E. Ninian, H. B. McKey, Dr. Hall, Miss Duncan, R. H. Martel, W. K. Bassett, H. Reff, Miss McCarter, J. E. Gilmore, Geo. Langman, Miss Penton, etc.

Local Produce Market

(Corrected by the Sylvester Feed Co., 67 and 83 Yates St.)

Local dealers are offering for hay, grain, etc., on the deck in round lots as follows:

Per Ton:

Hay, Island 15

Hay, Fraser River 13

Cats 25

Wheat 32

Total 15

Tomorrow is Saturday's extra bargaining day at The Army & Navy Clothing Store, 117 Government street.

PASSENGERS

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A WONDERFUL MEDICINE

BEECHAM'S PILLS

FOR ALL

BILIOUS AND NERVOUS DISORDERS,

Sick Headache, Constipation,

Wind and Pains in Stomach, Impaired Digestion,

Disordered Liver and Female Ailments.

The Sale now exceeds SIX MILLION Boxes per Annum.

Prepared only by the Proprietor, THOMAS BEECHAM, St. Helens, England.

Sold Everywhere in Canada and U. S. America.

In boxes, 25 cents.

CLASSIFIED ADVERTISEMENTS

ONE CENT, ONE WORD, ONE ISSUE.

No Advertisement Inserted For Less Than 25c.

AMPLE CAUSE FOR THANKSGIVING.

Mrs. Kidder—Well, Uncle Grimm, for what are you especially thankful today?

Uncle Grimm—I am thankful that little Theodora ain't twins and little Susy-ann ain't triplets!

He who looks for gratitude in return for every favor spoils the fine flavoring of his kindly deeds.

Diamond Dye Fast Black For Silk and Feathers

WILL RENEW



for wear all dingy, soiled and faded Ostrich Plumes, Tips and other Feathers.

Ask your dealer for the DIAMOND DYES; take no Substitutes.

Milk, according to an authority, appears hunger more quickly and satisfactorily than any other food.

AT DEATH'S DOOR

THE STORY OF THE RECOVERY OF MISS FALFORD OF ST. ELIE.

She Says "I am Confident that Dr. Williams' Pink Pills Saved my Life"—Hope for all Weak, Sickly Girls.

To be well, to be strong, to possess a clear complexion, bright eyes and an elastic step, the blood must be pure and filled with life giving energy.

When you see pale, sickly, sickly girls, easily tired, subject to headaches, backaches, and violent palpitation of the heart, it is the blood that is at fault, and unless the trouble is speedily corrected the patient passes into the condition known as anaemia.

The one sure positive way to obtain rich and health-giving blood is to take Dr. Williams' Pink Pills. This medicine has saved thousands of young girls from a premature grave.

Strong proof of this is offered in the ears of Miss Zanobia Falford, of St. Elie, Quebec. Miss Falford tells the story of her sickness and recovery as follows:

"Like many other Canadian girls, I went to the United States and found employment in a factory at Woonsocket. The close, indoor work proved too much for me and nearly ended in my death. At first I was taken with headaches, would sit very easily, had difficulty in eating, and finally was compelled to return to home. I was so much changed and so emaciated that my friends hardly knew me. Two weeks after my return home I was forced to lie my bed, I had a bad cough, was distressed by terrible dreams, and sometimes passed whole nights without sleep. Two doctors treated me, but without avail, as I was steadily growing weaker; and in fact I could not hold my hand above my head for more than three or four seconds, I was so much changed and so emaciated that my friends hardly knew me. Two weeks after my return home I was forced to lie my bed, I had a bad cough, was distressed by terrible dreams, and sometimes passed whole nights without sleep. 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FOR SALE

Two very choice residential sites on Head St. just off Esquimalt Road at very reasonable figures.

PEMBERTON & SON,

45 FORT ST

\$1.00 APPLES \$1.00
Per Box Per Box

FOR A GOOD COOKING OR EATING APPLE COME AND SEE US.

Sylvester Feed Co., 87-89 YATES STREET

TEL. 413.

Trying Trip Of The Meteor

Sailors Panic Stricken Fearing
Explosion of Dynamite on
Board.

Queen City Has Rough Trip
From Coast Ports of Vancouver Island.

With eight tons of deadly dynamite being pounded by tiring sticks of heavy timber, the vessel helpless and at the mercy of a raging storm, her crew at the point of despair, and the sailors were some of the terrible experiences of the disabled freighter Meteor while being towed across Bearing Sea by the steamship Eureka, after she had broken down 76 miles south of Nome. The first details of that awful voyage which tried the very souls of the men aboard both vessels, have been received in full from Dutch Harbor, where the Eureka finally delivered the Meteor, having been towed from the North Pacific by the steamer Tartar of the C. P. R. Canadian Commercial Company, which has the Eureka under charter, has received a letter from Capt. O'Brien, of the Eureka, dated "Ten miles off Dutch Harbor, 2 a.m., Oct. 26, 1903," in which the plucky master briefly tells what he has done in towing the Meteor.

Capt. O'Brien writes: "I received orders from Mr. Williams on the night of the eighth to proceed in search of the steamer ship Meteor, which was reported broken down. We found her, and she had both anchors, propeller, and rudder gone. It was a hard task I had before me at this time of the year, with a light no load ship and small hawsers. After being blown half way across to Russia, hawsers being carried away, among six times, most of the Meteor's crew (but not Capt. Ames) wanting to abandon her, I arrived off Dutch Harbor tonight, the worst used up man in Bearing Sea."

FROM WEST COAST.

Steamer Queen City, Capt. Townsend, returned from Ahousaht and way ports on the Vancouver Island coast yesterday morning after a stormy voyage. She encountered a heavy southeast gale on Tuesday morning, ran into the Barkley Sound, and was taken by the wind, so far as could be told, about 10 miles from Cape Flattery, reports having sighted a loaded three-masted vessel, which she took to be a German vessel hailing from Puget Sound, about 150 miles from Flattery. The barkentine Lahatana brought to Esquimalt by the tug Lorn, will probably be hauled out for repairs. The German ship Wilhelmine, which arrived from Tatala, was towed to Chemainus yesterday by the Lorn to load lumber.

MARINE NOTES.

The big southeast gale that blew during the early hours of Thursday, made rough weather for navigation in the Straits of Juan de Fuca. The British ship Scotch Moor, in tow of the tug Sea Lion, and the five-masted schooner George E. Billings, in tow of the tug Tacoma, both bound in from sea, put back to Port Angeles for shelter, turning back from the vicinity of Dungeness. A boat of logs belonging to the Seattle Logging Company was driven up and went on the beach at Port Angeles.

The Tacoma Ledger says the Queen of the Pacific, owned by the defunct Parkland Fishing & Trading Company, has been sold to British Columbia for \$1,500. She is equipped with a very good gasoline engine and holds rank as about the homeliest craft in port. For a long time she has been laid up or offered for sale by the owner or his company, and it is said by those who know her that the Queen of the Pacific accounts for the jettison of her deck load of lumber. It appears that the dynamite was stored on the main deck along with the lumber. During one of the many storms encountered, the lashings gave way and great sticks of timber were hurled about the deck, endangering the lives of everyone on board. One heavy timber fell across a quantity of dynamite which would have blown the Meteor in two. It is very doubtful, too, whether the Eureka, though some distance away at the end of a hawser, would have escaped.

The presence of the dynamite frightened the crew badly. Then it was that they, with two or three exceptions, demanded to be transferred to the Eureka. But Capt. Ames stood his ground, displaying not the slightest fear. But as the storm kept up and the Eureka was unable to yield to the crew, at least to the extent of consigning the dynamite to the sea, this was done without accident. It was probably heavy enough to sink to the bottom, for the seat at that point is not of extreme depth. In any event, the action of the water would, or later render the deadly stuff harmless.

A subsequent storm the crew again became frightened, demanding to be transferred to the Eureka. Captain O'Brien refused to take them with him, but he signified that in case it became apparent that he must desert the Meteor that he would take everybody on her and sail away. This assurance tended to quiet the men, and little was heard of deserting after that.

CELEST MONARCH COMING.

The British ship Celest Monarch has been placed on berth at Rotterdam for this port. She is a sister ship of a vessel which was lost while en route to this port five years ago—the Celest Bard, which together with



Pandora Range

What more appropriate or acceptable present than a "Pandora" range can you give a bride? Pleasant and grateful memories of the giver will be rekindled every day in the new home, and will live for a generation.

The "Pandora" range has many qualities which make it especially suitable for such a gift—it is entirely new and therefore modern in every respect, has a handsome, graceful outline, heavy body and leg base; bold, rich carving and a lavish but tastefully arranged nickel dress; all of which combine to give it a beauty and attractiveness not seen in old style ranges—is an ornament in the best furnished home.

Its inner construction is based upon the most scientific principles and all working parts are made extra heavy and durable.

It is fitted with thermometer, enameled reservoir, and has a special flue construction which makes it a perfect baker and a perfect cooker at the same time. Sold by all enterprising dealers. Booklet free to any address.

McClary's

London, Toronto, Montreal, Winnipeg, Vancouver, St. John, N.B.

CLARK & PEARSON, SOLE AGENTS.

Abbey Palmer Near Wrecked

Was Dismasted in Heavy Gale on
Tuesday Last When Nearing
Flattery.

Picked up by The Steamer
Vermont, Which Found Her
Derelict.

Vermont Will Claim Salvage Am-
ounting to Thirty Thousand
Dollars.

The American bark Abbey Palmer, 1705 tons, Johnson, master, which left Honolulu for Port Townsend in ballast on October 13th, was towed to port yesterday morning, dismasted and almost a week by the British steamer Vermont, 2723 tons, Capt. Haynes, R. C. He laden with grain and lumber for South Africa, via Japan, which found some miles off Cape Flattery, reports having sighted a loaded three-masted vessel, which she took to be a German vessel hailing from Puget Sound, about 150 miles from Flattery. The barkentine Lahatana brought to Esquimalt by the tug Lorn, will probably be hauled out for repairs. The German ship Wilhelmine, which arrived from Tatala, was towed to Chemainus yesterday by the Lorn to load lumber.

The Vancouver Ledger says: "When the steamer Tartar of the C. P. R. Canadian Commercial Company leaves port for Hongkong this trip, she will not return for several months. It is the intention of the company to have the vessel laid up for a very short time overwintering. For the first time since she was built in 1891, the vessel will be taken to port instead. This work will be done at Hongkong. For her outgoing voyage the Tartar will have a large cargo."

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There is anyone alive of the Meteor's crew is little short of a miracle, and but for the courage and good judgment manifested throughout of Capts. Ames and O'Brien (both well known to Victorians as masters of Victoria-Seattle steamers) aided by their officers, the story of the Meteor would have been, perhaps, one of the greatest tragedies ever recorded in the annals of Belling Sea.

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vessel and almost all his crew were throwing heavy lines and endeavoring to catch a line floated down on a buoy from the derelict, before they finally got a line on board and the Vermont sent a five-inch hawser on to the Abbey Palmer, a line a hundred fathoms long, which was bent to the Abbey Palmer's chain, 55 fathoms long, and with this line giving a fair amount of spring, for the derelict would not steer, and, riding light, made a most difficult tow.

After hard tow the Vermont passed Flattery early yesterday morning and about 10 o'clock she dropped the wrecked bark in the Royal Roads and steamed into Esquimalt. The two masters came into the city to communicate with their owners and arrange the terms of the salvage of the steamer. As the steamer's owners are understood to be asking for \$30,000 it is probable that the case will go to the courts for settlement. The case is very similar to that of the salvaging of the German ship Columbia, now at Esquimalt, by the Norwegian steamer Norman Isles, in April last, although the Columbia was found much nearer the coast and the tow was a much shorter one. The Norman Isle libeled the Columbia for \$75,000, but the case was settled by agreement between the owners, for what was considered to be a small amount, about \$8,000.

Since she was built at Dunbarton ten years ago the Abbey Palmer was a vessel that had had an unfortunate career. At the British ship Albion she turned turtle, San Francisco, about some years ago and her crew were drowned. She lay at the Golden Gate for some time with only the keel and some of the bottom plates showing above the water, and it was only with great difficulty that she was refloated and sold by the underwriters at San Francisco. She passed into the hands of her present owners, Robert Sudden of the ship of that name, Warnock & Smith, of San Francisco, and her master, Capt. Johnson. He is not sure whether or not she is fully insured, although he knows she is partially insured, for his share is. She is managed by J. J. Smith, of San Francisco.

Three years ago she was en route to Port Townsend in ballast on a similar voyage when she met the steamer Empress of Japan outbound. The officers of the Japan expected that the liner would cross the Abbey Palmer's bows, but she did not. The bow was lacking and she struck the Empress, causing a glancing blow on the starboard bow with her bow. The bow was damaged considerably, having her iron work near the bridge on the starboard side cut and crumpled up like folded paper. The bow was also damaged about the bow. She managed to reach Port Townsend safely and the Empress of Japan returned to this port and repaired at the Ocean docks. A law suit followed in the admiralty court, which was won by the owners of the bark.

The Vermont, which loaded a cargo of 3,000 tons of grain and 200,000 feet of lumber at Portland for East London, left Portland on Tuesday for South Africa, via Japan, where she intended to coal at Moji. She will now coal at Comox before continuing her voyage. The Vermont is a fine freight steamer owned by Gov. Harris & Co., of Glasgow, and commanded by Capt. Haynes, R. X. R.

The 60-day 25 per cent reduction sale still continues at The Army & Navy Clothing Store, 117 Government street.

See our lines of Boys' Suits at \$2.00 \$2.25 and \$2.50; 200 Boys' Reverses at \$2.25 each, just opened. B. Williams & Co.

THE WEATHER.

Meteorological Office, Victoria, Nov. 6th—8 p.m.

SYNOPSIS.

Weather conditions continue unsettled. The pressure is low over the North Pacific slope and the Canadian Northwest, the air being rather damp. Gales and rains have occurred west of the Rockies, and are falling in Barkerville. Strong winds have prevailed during the day on the Washington coast. There has not been much change in temperature. In the Northwest fair, cool weather continues and no precipitation has been reported.

TEMPERATURE.

	Min.	Max.
Victoria	48	50
New Westminster	46	50
Kamloops	51	54
Barkerville	29	32
Calgary	52	54
Winnipeg	48	52
Portland, Ore.	48	52
San Francisco	54	66

FORECASTS.

For 24 hours from 5 a.m. (Pacific time) Saturday:

Victoria and Vicinity: Moderate or fresh winds from south and west, mostly cloudy with rain or sleet and stationary or lower temperature.

Lower Mainland: Light or moderate winds, slightly cloudy with rain or sleet, and stationary or lower temperature.

VICTORIA DAILY RECORD.

Report for 24 hours ending 5 p.m. Observations taken daily at 5 a.m., noon and 5 p.m.

FRIDAY, NOV. 6.

5 a.m. Mean.....48

Noon.....49 Highest.....50

5 p.m. Mean.....47 Lowest.....46

The velocity and direction of the wind were as follows:

5 a.m.....8 miles east.

Noon.....8 miles southwest.

5 p.m.....12 miles west.

Atmospheric state of weather—Showery.

Rain.....57 inch.

Sunshine—2 hours 48 minutes.

Barometer at noon—Corrected.....29.740

NEW WESTMINSTER.

Barometer at 5 p.m.—Corrected.....29.82

System was Run Down.

WAS IN A CRITICAL CONDITION.

System was Run Down.

FELT DROWSY AND
MISERABLE.

Burdock

Blood Bitters

BUILT UP THE SYSTEM
AND ADDED TEN POUNDS
IN WEIGHT.

In the tremendous sea running, for the bark had not abated, it was impossible to lower a boat, and the line was put on board the Abbey Palmer only by dint of the clever seamanship shown on the part of Capt. Johnson. Capt. Johnson is in praise of the seamanship of the steamer's master in performing this feat. He says the bark was pitching and tossing, pounding in the big seas, and it was most difficult to come near enough to get a line on board without colliding, but Capt. Haynes cleverly maneuvered his

Corrugated Galvanized Iron.

"Orb" brand, heavily coated, "Redcliffe" and "Globe" standard quality. All reliable brands.

MANUFACTURED BY
JOHN LYSAHT, Limited.
A. C. LESLIE & CO., MONTREAL
Messengers Canadian Branch.

MEN'S SUITS

\$12 and \$15.

Men who want to make their selection from an up-to-date stock, and at the same time save money, should give us a call. This applies as well to overcoats. Whatever is new and correct is found here. We have lower and higher priced suits and overcoats, but our range at \$12 and \$15 is the best we have ever shown.